MOTOR RACING

and
ECONOMY CAR NEWS

7th Year—No. 8—Los Angeles, Calif. Feb. 16-23, 1962
(Published bi-weekly except last issue of calendar year) 25¢

New Shelby AC Cobra (Ford)

Planned as Production Sports Car . . .

Objective—Knock off The Corvettes and E-Jaguars

(Story and other photos — Page 3)

—Photo by MANUEL OTUMBA

MOTOR RACING
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Calendar

MARCH

10-11---LA Chapt. USSCC-USAC races, LA County Fairgrounds, Pomona, Calif.

16-17-18---SCCA San Jacinto Reg. races, Bryan AFB, Tex.

16-18 ---Solitude-Lyon-Charbonnieres rally, Germany.

17-18---SCCA San Francisco Reg., Mother Lode Hillclimb, Coloma, Calif.

19---Syracuse Grand Prix, Italy; Fl.

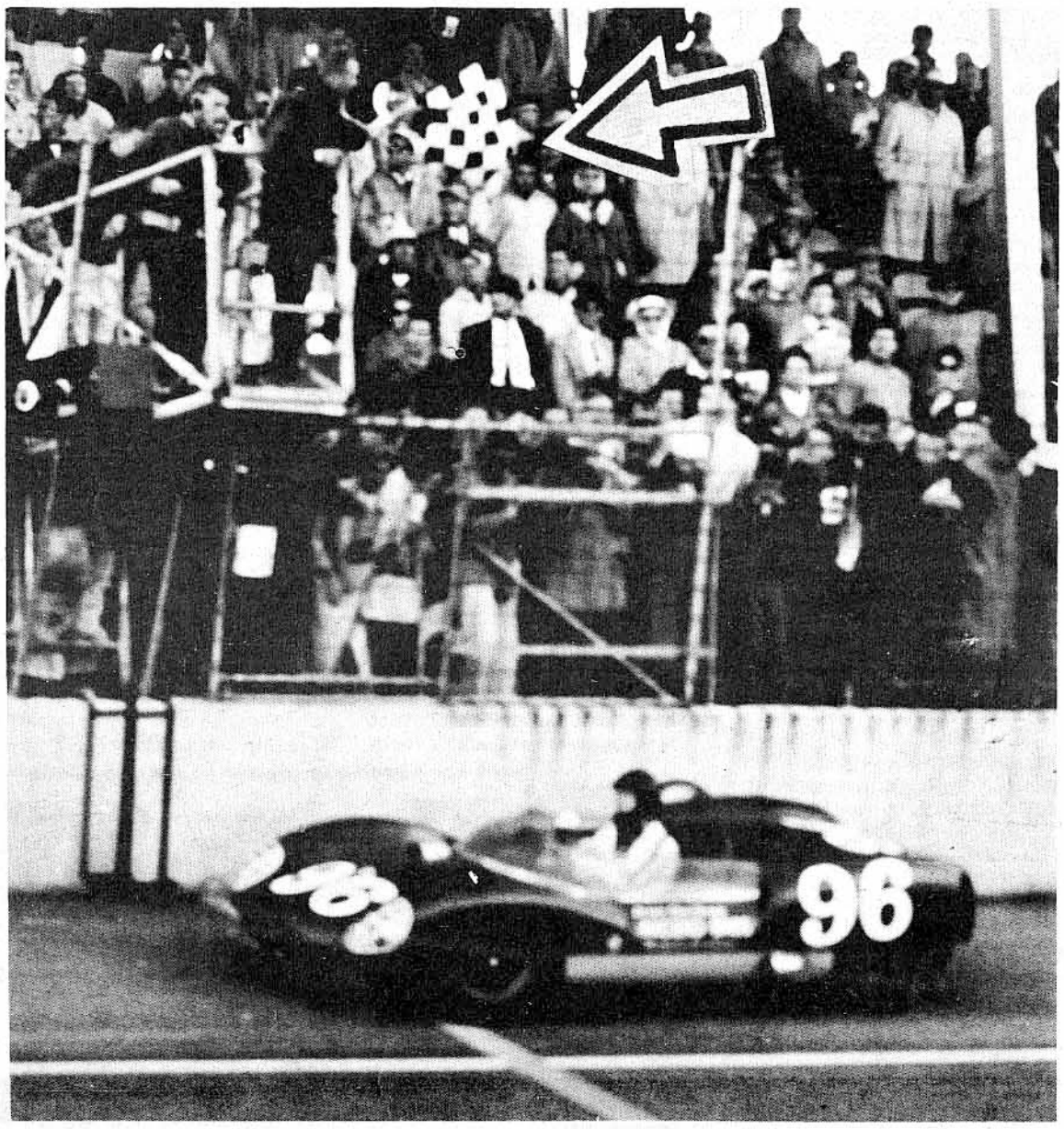
23-24---Sebring 3-Hr. race & Sebring 12-Hr. Intl. Manufacturers' Championship for GT Class 1 (3-Hr. race) and Classes 2-3 (12-Hr. race) and for Manufacturers' Sports Category Cup (12-Hr. race).

31-April 1---SCCA Ariz. Border Reg. races, Tucson, Ariz.

Fine Race

DAYTONA BEACH, Fla. ---The first Daytona Continental race on Feb. 11 "pleased" Daytona Speedway Pres. Bill France so much he didn't waste any time announcing the second Continental three-hour road race will be scheduled Feb. 15, 1963.

"I couldn't be more pleased," France said.



DAN GURNEY nudges across finish line with the starter of his Lotus 19 to win the recent three-hour Daytona Continental race. Note official (arrow) dropping flag as the Costa Mesa, Calif., pilot crosses the line. Follow-up story on Page 5. (Daytona Intl. Speedway Photo)

Daytona Continental Chart

RESULTS of the first annual "DAYTONA CONTINENTAL" Three-Hour Grand Touring and Sports Car race over the 3.81-mile course of the Daytona International Speedway, Sunday, February 11, 1962.

OVERALL FINISH POSITIONS

Fin. Pos.	Car No.	Driver and Home	Type Car	Class	Laps
1	96	Dan Gurney, Costa Mesa, Calif.	Lotus 19	SP 11	82
2	* 1	Phil Hill, Santa Monica, Calif.	Ferrari	SP 11	82
3	66	Jim Hall, Midland, Texas	Chaparral	SP 15	82
4	18	Stirling Moss, London, England	Ferrari Berl.	GT 12	80
5	49	George Constantine, Southbridge, Mass.	Ferrari V12	SP 12	79
6	0	Dick Rathmann, Chicago, Ill.	M.B. Chaparral	SP15	79
7	14	Bob Holbert, Warrington, Pa.	Porsche RSK	SP 10	79
8	# 9	John Fulp, Anderson, Calif.	Ferrari	SP 11	78
9	16	Chuck Cassell, Ft. Lauderdale, Fla.	Porsche	SP 10	78
10	99	Herb Swan, Cleveland, Ohio	Porsche	SP 10	78
11	23	Robert Donner, Colorado Spgs, Colo.	Porsche	SP 9	77
12	22	Fireball Roberts, Daytona Beach, Fla.	Ferrari Berl.	GT 12	77
13	11	Dick Thompson, Washington, D. C.	Corvette	GT 15	76
14	6	Peter DaCosta, Newton Square, Pa.	Porsche	SP 9	76
15	**50	Ricardo Rodriguez, Mexico City, Mex.	Ferrari	SP 12	76
16	28	Olivier Gendebien, Brussels, Belgium	Ferrari	GT 12	75
17	62	Walt Hansgen, Westfield, N. J.	Jaguar XKE	GT 13	75
18	77	Doug Thiem, Milwaukee, Wisc.	Ferrari Berl.	GT 12	75
19	10	Don Yenko, Canonsburg, Penna.	Corvette	GT 15	75
20	20	Marvin Panch, Daytona Beach, Fla.	Corvette	GT 15	75
21	25	Dave Morgan, Dallas, Texas	Corvette	GT 15	73
22	80	Guido Lollobrigida, Rome, Italy	Maserati	SP 12	72
23	75	Jack Knab, Dayton, Ohio	Corvette	GT 15	71
24	83	Charles Kolb, Miami, Fla.	Alfa Romeo Zag.	GT 8	70
25	44	Pat Corrigan, Vero Beach, Fla.	Porsche	GT 9	70
26	82	Paul Richards, New York, N. Y.	Alfa Romer Zag.	GT 8	70
27	21	Rodger Ward, Indianapolis, Ind.	Tempest LeMans	GT 13	67
28	91	Ross Durant, Jr., Clearwater, Fla.	Alfa Romeo Zag.	GT 8	65
29	30	Jim Clark, London, England	Lotus Elite	GT 8	60
30	48	William Story, Clearwater, Fla.	Lotus Elite	GT 8	58
31	8	Joe Weatherly, Norfolk, Va.	Lister-Corvette	SP 15	57
32	27	Milo Vega, Tampa, Fla.	Lotus Elite	GT 8	51
33	63	Robert Keyes, Woodside, Calif.	AC Bristol	GT 10	51
34	51	Anson Johnson, Ft. Lauderdale, Fla.	Lister-Corvette	SP 14	30

NOT RUNNING AT FINISH

35	15	Joakim Bonnier, Sweden	Porsche	GT 9	70
36	46	Roger Penske, Villanova, Pa.	Cooper Monaco	SP 11	66
37	7	Innes Ireland, Scotland	Ferrari	GT 12	59
38	24	Art Huttinger, Windemere, Fla.	Lister-Corvette	SP 15	54
39	17	Bob Johnson, Columbus, Ohio	Corvette	GT 15	42
40	29	Jeff Stevens, Miami Springs, Fla.	Corvette	GT 15	37
41	35	Skip Hudson, Arlington, Calif.	Corvette	GT 15	34
42	78	Bob Schroeder, Dallas, Texas	Corvette	GT 15	31
43	12	Pedro Rodriguez, Mexico City, Mexico	Lotus 19	SP 11	28
44	47	Dr. David Lane, Ft. Lauderdale, Fla.	Porsche	GT 9	20
45	32	David Hobbs, London, England	Jaguar XKE	GT 13	15
46	42	Harry Heuer, Chicago, Ill.	Tempest LeMans	GT 13	14
47	71	Bill Benker, Jacksonville, Fla.	Porsche	GT 9	12
48	5	Alan Connell, Jr., Ft. Worth, Texas	Maserati-Ferrari	SP 12	7
49	19	Paul Goldsmith, St. Clair Shores, Mich	Tempest LeM.	GT 15	2
50	53	A. J. Foyt, Houston, Texas	Tempest LeMans	GT 15	2

TIME OF RACE FOR WINNER: 3 Hours - 4 Seconds
AVERAGE SPEED OF RACE: 104.101 miles per hour
Distance Covered: 82-laps (312.42 miles)

* - Ricardo Rodriguez relief driving for Phil Hill at finish.
** - Peter Ryan relief driving for Ricardo Rodriguez at finish.
\# - Skip Hudson relief driving for John Fulp at finish.

Vignettes

By Gus V. Vignolle

- Drivers' Circus
- Maserati Record
- No. 1 Rallyist

IN THE LONG-STANDING beef between the two local cults, the Cal Club-SCCA and the USSCC-USAC, everyone, including this chronicler, has said the trouble was just between the higher echelons, or officers of the two clubs.

This, Jackson, is a bald-faced lie.

The red-hot antagonism also exists between drivers of the rival factions. This was proved the other night at a meeting of competition drivers to air the Cal Club's ban for the rest of the year of all who take part in the USSCC races at Pomona on March 10-11.

Drivers of the rival groups sliced each other up but good. But this was secondary to the brutal attack on D.D. MICHELMORE, president of the Cal Club.

Continued on Page 3

INDY ENTRIES

INDIANAPOLIS, Feb. 16---Jim Hurtubise and Lloyd Ruby, two of the outstanding young drivers to compete at the Indianapolis Motor Speedway in recent years, will make their third attempts to win the annual 500-Mile Race next May 30.

Lovely in F. Jr. Win

DAYTONA BEACH, Fla., Feb. 17---By his victory here last week, Pete Lovely of Seattle has boomed to the front as the nation's No 1 Formula Jr. pilot.

After winning the Nassau Pan American Championship in December, Lovely won the 35-lap Count Lurani Trophy race here over the 1.63-mi. course in a Lotus 22. Average: 77.531mph. Following were Floyd Aaskov, Lotus; Charlie Kolb, Gemini; Skip Hudson, Lotus 20; Peter Ryan, Lotus 20.

In two earlier 10-lap heat races, the victors were Lovely and Mark Donohue, Elva, a DNF in the 35-lapper.

Subscribe to MOTORACING

45 Pilots Ignore Cal Club Pomona Ban

BY GUS V. VIGNOLLE
Editor of MOTORACING

Some 100 competition drivers met Feb. 23 to discuss the ban to be imposed by Cal Club-SCCA on all pilots taking part in the rival group's USSCC-USAC amateur races scheduled at Pomona March 10-11.

A standing vote was taken and this was the count:

Will race at Pomona---45.
Undecided---19.
Will not race at Pomona---10.

It was a wild, turbulent session, with no semblance of order, called by Danny Stephens, a driver, and held at the West Hollywood Park clubhouse.

Other than determining the attitude on the Pomona ban, nothing was accomplished.

Majority of the group voiced strong opposition to the banning not only of the Pomona races, but ANY races by ANY group. Drivers said this and the existence of more than one racing club here was jeopardizing the sport.

Suggestions were made that a drivers' club be formed to meet with the clubs. No committees were formed. Hollered one driver: "If we can't get the clubs together for the betterment of the sport, let's boycott their races!"

Fiat Plans Merger

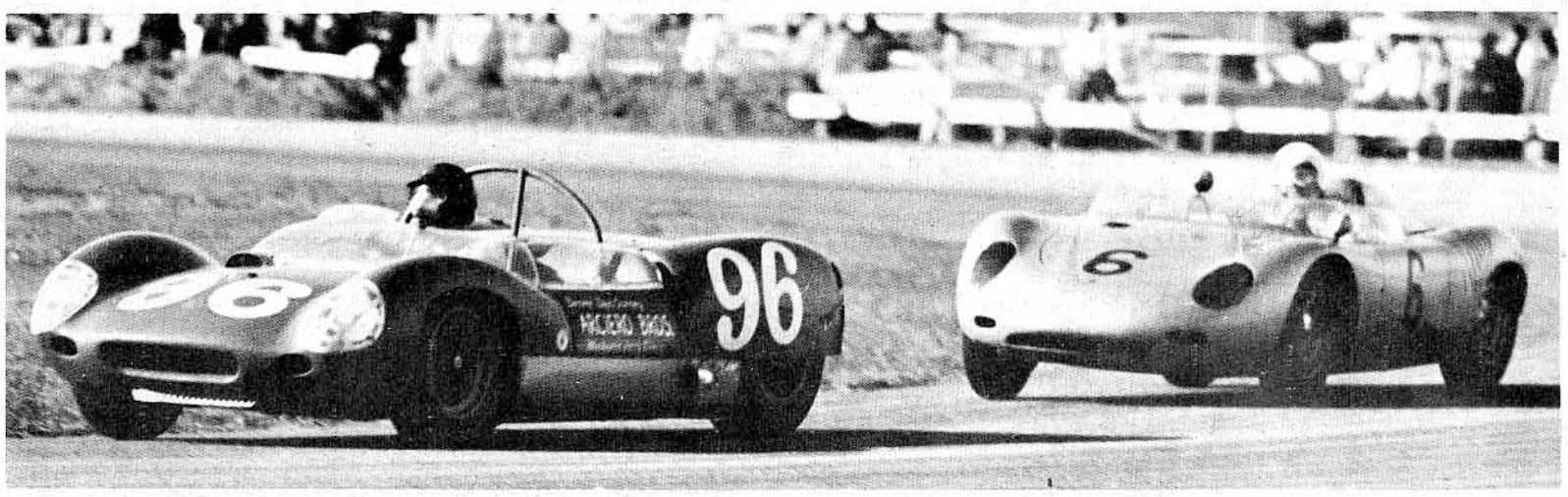
NEW YORK, Feb. 23---Fiat, the Italian auto manufacturer, plans to merge with two French automakers, Citroen and Simca, the London Letter, a business news letter published here, says.

The letter said the consolidation would be affected by Fiat's purchase of 56% of Citroen's stock held by Michelin, French tire producer. Fiat already holds a sizable block of Simca.

A big argument ensued as to what races actually had been signed for 1962 by the rival factions.

Announcement was made that not until the day of the meeting had FIA approval for a national event with Intl. participa-

Continued on Page 5



ON THE WAY to his second big win in a row, Dan Gurney's Lotus 19 (96) laps Peter DaCosta's Porsche RS in big Daytona Continental race for Grand Touring and sports cars last Feb. 11. Dan averaged 104.101mph. Last December Gurney won at Nassau. Follow-up story on Page 5. (Daytona Intl. Speedway Photo).

Letters to MotoRacing

PLUG FOR FOLLMER

My interest in sports cars and sports car racing started with a gift subscription to MOTORACING. This was two years ago, and ever since my enthusiasm for this sport has grown.

Your newspaper gives coverage second to none. Besides this, I enjoy the folksy and informal atmosphere this paper has. Let's have more from Eric Hauser, and keep up the good work.

I'd like to put in a good word about a terrific driver who lives a few blocks away. Due to the expenses of being a family man, George Follmer is looking for a buyer for his RS Porsche. If the car is sold, he will be looking for a ride.

He started racing about two years ago in a 1600 super, and was voted the Cal Club "Rookie of the Year" in 1960. During the '61 racing season he sold the 1600 and bought an RS. With the 1600 he was unbeatable and compiled enough points to win MOTORACING's class D championship. Even though he had the RS for only part of the season and it was plagued by engine trouble, George took a third in F modified and never finished lower than second in class. He also won the class D championship in '60.

I think he is a driver on the move and one of the brightest prospects in the West. Anyone giving him a ride in a competitive car will have a winner.

Thank you.

JAMIAN POLLACK
Pasadena, Calif.

* * *

FACTS ON HERALDRY

I saw your column (Val Marrs' Valve Clatter) in MOTORACING about the La Mirada Sports Car Club and their problem about the "Bar Sinistre."

I have been studying heraldry as a hobby for several years and have tried to answer their question in the enclosed letter. Please forward it to them.

(Editor's Note---An excellent explanation is given on the symbol of illegitimacy, which worried the club. Then there is this quote:

"Most of the pseudo-heraldry found on the badges of Detroit iron is an atrocity and should not be imitated.")

BOB SCHILLING
Los Angeles 48

* * *

TERRIFIC INTEREST

I read about the Baja Calif. Road Race in the Jan. 19-26 issue of MOTORACING, and am very interested in entering a car. Please send me full info on the race and what type of license is needed.

I really dig your paper. Keep up the good work. Thank you.

LYNN (RED) RUSSELL
Los Angeles 38

(Editor's Note---MOTORACING has been flooded with phone calls and letters seeking information on this race. Unfortunately, it is impossible to answer all the letters. As mentioned in the last issue, the date was changed from May 5 to Sept. 15, and federal permit for closing of the roads on the latter date has been granted. Other details on prize list, licenses, and a multitude of other details are now allegedly being worked out All developments will be published in these columns. Watch MOTORACING for all details.)

* * *

TOLL CHARGE

Here's a scene from Sebring, taken at the first U.S. Grand Prix. It probably will be reenacted for the 12-Hr. race this

year. With familiar sight of the crowds crossing the track at California races, the thought of an extra dollar for crossing is almost too much.

Please, the very least you can do is give me credit for the photo.

ARMANDO OTUMBA
Petaluma, Calif.

* * *

KELLY PULLS OUT

Enclosed are some fillers to gladden your soul and bring joy to your heart. I like the part about the candy bars. Now even the small ones will be smaller ("Univ. of Calif., plant breeders have produced a candymaker's delight---a tasty new almond that fits neatly into a snack-sized chocolate bar..."):

As you can see, auto racing and the club-type shenanigans are just too much grief and I'm buying a farm to raise cheapie almonds. I'll make a fortune.

JOHN F. KELLY, JR.
Oakland 6

* * *

OH WONDROUS FAME

Getting that trophy and being featured in MOTORACING thataway is beginning to be regarded as equivalent to winning an Oscar, and I'm getting fan mail!...and some messages from people I regard as discriminating, like Gwenn Graham of Pebble Beach, who sends the enclosed card...

FRANK MASON
Long Beach, Calif.

* * *

HILLSBOROUGH CONCOURS

The sixth annual concours d' elegance sponsored by the Hillsborough City School District Parents' Groups in cooperation with the San Francisco region of SCCA, will be held Sunday, May 20. It will take place at the William Crooker and North Hillsborough Schools, Ralston and Eucalyptus Ave., Hillsborough, Calif., from 10 a.m. until 5 p.m...

The SCCA,, 1701 Van Ness Ave., San Francisco, should be contacted for entry blanks. General chairman is Mrs. Herbert Walcha, 607 Chiltern Road, Hillsborough.

BETSY VAN SANT
Hillsborough, Calif.

* * *

FLA. RACES MAR. 3-4

I know you are a long way from Florida but I am sending you a couple of press passes anyhow for the Golden Crown Prix sports car races on March 3 and 4 at Fernandina Beach.

If there is anyone in this area you would like me to send passes to, please send me their names and addresses.

Salud!

JOHN F. MCLEOD
Jacksonville 6, Fla.

MOTOR RACING AND SPORTS CAR NEWS
NO. 392 CULVER CITY, CALIFORNIA
Published Bi-Weekly, Except Last Issue Of Calendar Year by V. & P., Inc.
Circulation Office:
3435 Motor Ave.,
Los Angeles 34, California
VErmont 7-8636
For the Classified Advertising Department Only: 4041 Meriton Ave., Room 208, L.A. 8 or Phone AX. 2-0287
Cus V. Vignolia ....Editor & Publisher
Anne Evans .....Advertising
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Advertising Rates on Request
Editorial Office:
3862 Westwood Blvd.,
Culver City, California
Mailing Address: P.O. Box 392
Culver City, California
YEARLY SUBSCRIPTION RATES
Domestic $4—Foreign $5
Entered as Second Class Matter at Los Angeles, California
Manuscripts, Photos or Artwork Submitted to MOTORACING Should Be Accompanied by Addressed Envelope and Return Postage. The Publisher Assumes No Responsibility for the Return of Unsolicited Manuscripts, Photos or Art Work.
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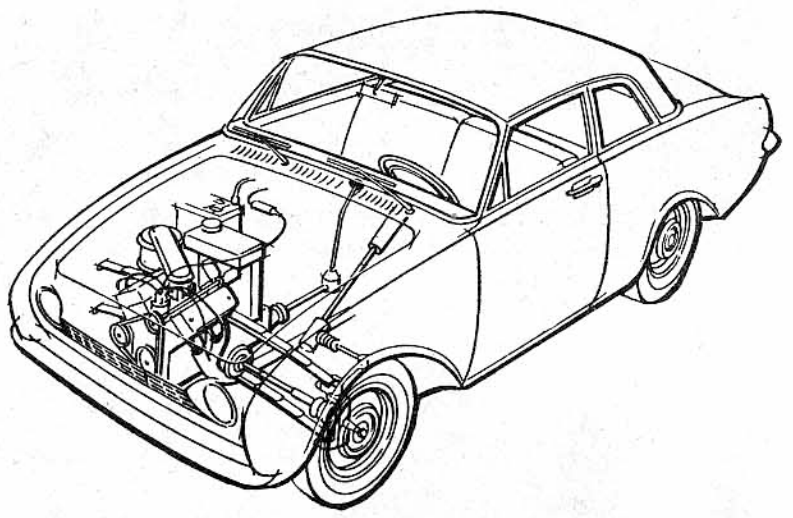
NEXT PUBLICATION DATE: Mar. 2-9
ADVERTISING DEADLINE: Feb. 23
NEWS COPY DEADLINE: Feb. 27



Rumor Has it This is the Cardinal—VW's Competition

During the past fortnight, London's MOTORING NEWS published the above "prediction" cutaway drawing of the V4 front-drive Ford Cardinal, as seen by a Continental paper.

It said: "The somewhat dated transverse leaf-type front suspension may not necessarily feature on the production model."

Added MOTORING NEWS regarding the much-discussed Ford Cardinal, which everyone predicts will cut into the VW market: "Continental motoring circles are buzzing with rumors concerning the new small Ford which is to be built at the Taunus works in Cologne and also, it is said, in Detroit.

"Aimed at the European markets, the Cardinal...is reported to have a 1400cc 15-degree V4 watercooled engine driving the front wheels, as on the Lancia Flavia.

"It is expected that the car will make its debut in the autumn, possibly at the Paris Salon. As production of the Taunus 12M is due to terminate by April 1, the new Cardinal may, however, appear earlier than this. It is expected in three forms, two-door four-seat Berline, Cabriolet and 'Kombi,' and the price will be highly competitive."

Economy Car News...

By MARGUERITE COOK

If you wondered when the regular selling of the new VW-1500 line is scheduled for this country, the word is "not likely before summer, 1963." The VW AUTOIST, official publication of VW Club of America, Plainfield, N.J., puts the selling date in Canada about March of this year.

At the first North American showing of the new line at VW Canada Limited recently, in Toronto, the VW-1500 hardtop sedan, convertible, and station wagon and the Karmann-Ghia 1500 coupe and Karmann-Ghia convertible were displayed.

At prices quoted for Canada, it's not likely, when they are introduced into this country, that the VW-1500 will cut into the market for the current models, but they will hit the compacts. Prices quoted for Canada are as follows: VW-1500 hardtop sedan, $2495; station wagon, $2695; convertible, $2995; KG-1500 couple $3175 and convertible, $3375.

The AUTOIST states that the most startling feature in the test drive was the cornering and instant braking ability of the new vehicle.

Also reprinted in the AUTOIST was an article by TONY MCVEIGH on the selling of VW's in Canada. The article will make some import dealers want to pull up stakes and head for the frozen North. Canada has a vast replacement market, an ever increasing number of two-car families, and European imports represented 33% of total vehicles marketed there in 1960. Until now, compacts sold at prices above imports and fairly level with domestic standards. There has been an upward revision in the valuation of imports, however, and the removal of the excise tax has narrowed the price spread between European and North American cars. Anyway you look at it, it's still a good place for import dealers.

Last issue, it was Hillman Husky women motorists to India

Continued on Page 7

Listed on FIA Calendar
With Intl. Participation
POMONA
Sports Car Races
First Amateur Event
Under Auspices U.S. Sports Car Club, Division of USAC
Jointly Sponsored by Pomona Elks Lodge No. 789
Sat., Sun., Mar. 10-11
Los Angeles County Fair Grounds
Each Day's Program Starts with a Novice Race
8 Races Each Day
First Race Sat., 1 P.M.; Sun., 10:30 A.M.
For race info: Jane Sullivan, OL 4-3677; Jim Peterson, SY 4-4484 or Dr. Chet Burgraff, ED 4-2976, ED 5-6219

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• Vignettes

BY GUS V. VIGNOLLE

'Packed' Drivers' Meet Levels Barrage at Cal Club's Michelmore

Continued from Page 1

They ripped him apart.

This proved the trouble is much more deep-rooted than most of the yokels think.

The result of the meeting is covered in other columns of this issue, but I want to bring out a few points. This meeting was the greatest circus in the history of road racing in So. Calif. It beat a combination of Sells Floto, Ringling Bros., and Barnum & Bailey.

First of all, the session was "packed." The cards were stacked against Michelmore and the Cal Club, but maybe they had it coming.

A driver by the name of DANNY STEPHENS called the confab. As moderator of a deal that allegedly was to be impartial, he was strictly a USSCC mouthpiece. And he even admitted it. The reason, he said, was because in securing the names of competition drivers to invite to the meet, USAC willingly turned over its list. The Cal Club refused.

Michelmore later said the reason for this was that most drivers belonged to both clubs. This may be so, but it proved a big mistake. They badgered Mich and made him look sick. The Cal Club-SCCA must realize it is no longer the power it once was. It needs public relations. It need advice---and it needs it badly.

The crux of it is that the Cal Club has blackened itself irreparably by banning the Pomona races. This was summed up by one guy who roared: "I am a driver and I pay dues to both clubs, but I don't want one of these outfits telling me when and where I can race!"

This is my own personal comment: The Cal Club had better watch out, or in less time than it takes to tell it, the outfit, unfortunately, will be non-existent. And this is no joke. People do not like to be bullied. People do not like to be told what they can and cannot do.

There is not space enough here to tell of the USSCC faults, but at least it is not resorting to the boycott.

Neither side could adequately define the term "the best interests of the sport." The drivers I saw were incapable of defining anything. Some were reduced to a pack of howling nincompoops, nothing more. Actually, it was pathetic.

You Might Look Into the Cartwright Act

In closing, Cal Club's attorneys might check with the state attorney's office on the strength of California's anti-trust law, the Cartwright Act. Recently, a motorcycle group put the ban on a rider. The boycott held in every state in the Union except California---because of the Cartwright Act. This is supposed to affect non-profit corporations.

And I'll tell you something else, Bolivar---the Cartwright Act provides for double payment of damages. A recent case filed under this act was for $25,000. When the decision was handed down, the plaintiff came in for $50,000.

P.S.: What is it that the clubs want? I believe that what they want is (1) power, and (2) money. Remember, that Michelmore stated it costs about $15,000 to stage the Santa Barbara races, $12,000 for the Pomona races.

P.P.S.: Last week, San Francisco SCCA disapproved the March 10-11 Pomona races, saying they were not an FIA approved event (wrong). SF said it will lift the regional licenses of any Junior or Novice license holders who participate in this event and that "National SCCA will act on National license holders who participate." This is unusual. So far, National SCCA has kept its trap shut, but now San Francisco is speaking for National. Strange.

Carlsson is the Stirling Moss of Rallying

I would like to get in a word, if possible, on the new Maserati and the world's greatest rallyist, ERICK CARLSSON of Sweden, recent winner of the Monte Carlo in a SAAB.

They have been talking about Ferrari, Lotus, Cooper, BRM and the new Lola for the coming season, but little has been said about Maserati, which hasn't been in the tussle for the past few seasons.

The other day, at Monza, New Zealander BRUCE MCLAREN jumped into a new rear-engined, 12-cylinder 3000cc Maser. He proceeded to set an unofficial lap record of 1:42.4, averaging 125.641mph. This edged the former record of 1:42.7, set last year by RICHIE GINTHER of Granada Hills, Calif., in a Ferrari. Richie formerly drove for the Italian marque, but goes with BRM this season.

Are they going with this machine in the Intercontinental Formula, if it has a riffle at all?

This Carlsson guy is absolutely fantastic. He goes. If you think rallyists are sissies, you should learn more about this Swede. He is fantastically fast in a machine. There is talk that soon, maybe next season, he will be racing a Grand Prix machine.

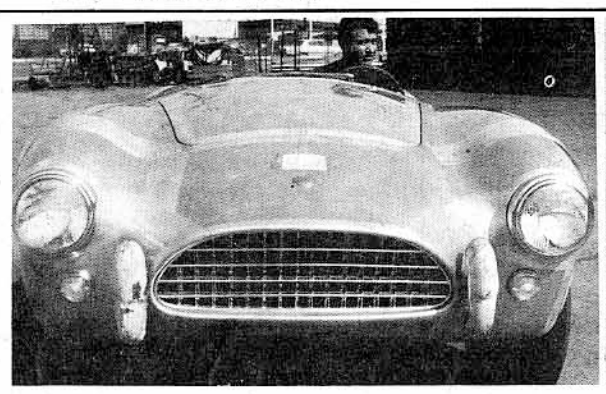
Long before the Monte Carlo, the authoritative THE MOTOR of England said: "There is more evidence than has been published to suggest that Carlsson is probably the fastest driver in present-day rallies, but there must also be something fairly remarkable about an 850cc two-stroke five-seater saloon which can compete with sports cars of much greater capacity. ."

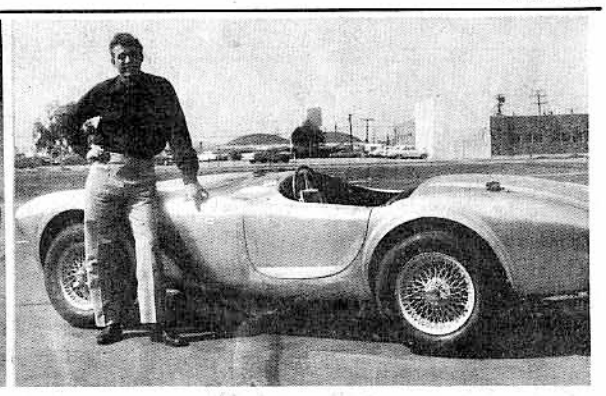
Also BEFORE the Monte Carlo, THE MOTOR said: "As the handicap is based on cylinder capacity, it also operates against the bigger cars. The 1962 rally will therefore most likely be won by a small-or medium-capacity car. for what big car driver could afford to give time to Erik Carlsson in a hurry?.. The two successive victories of Erik Carlsson in the British Rally with the smallest car to finish show that small cars need no handicap to enable them to take on the bigger-capacity machines and beat them."

How Did the Oval Stars Do at Daytona?

THE GRAND GUIGNOL---How did the Indy and stock car aces do in the big Daytona Continental? DICK RATHMANN, Chaparral, 6th; FIREBALL ROBERTS, Ferrari Berlinetta, 12th; MARVIN PANCH, Corvette, 20th; RODGER WARD, Tempest LeMans, 27th; JOE WEATHERLY, Lister-Corvette, 31st. And first among the non-finishers was the Indy winner, A.J. FOYT...There is QUITE a difference between road racing and going around an oval...Nice

Continued on Page 7





HERE ARE two views of Carroll Shelby's new Ford-powered AC Cobra, which the ex-driver plans as a production sports car to take on the Corvettes and E-Jags. The car arrived by air from England last week. Normally, the front end would be three inches lower, but this model arrived sans engine. (MOTORACING photos by Gus V. Vignolle)

$$Race, Rally in Mexico

MEXICO CITY, Feb. 23---The Auto Club Azteca of this city announces it will stage a big pro rally and Form. Jr. race next April 15-22, according to Jose Rosas, Jr., president of the club.

The Central America-Mexico Rally, starting in San Jose, Costa Rica, and ending in Mexico City, carries a prize fund of $20,000 (U.S.). Overall winner comes in for $2,000. There also will be a number of cash class awards. Entry fee is $100. (U.S.)

There will be seven legs to the rally, which covers about 3230km and goes through six countries---Costa Rica, Nicaragua, Honduras, El Salvador, Guatemala and Mexico.

The rally will be suspended on April 18 to permit the staging of the first $10,000 (U.S.), Mexico-Central America Grand Prix. The race will be in San Salvador. The rally will be resumed April 19, ending on April 22.

Rosas said that U.S. rallyists and race drivers are invited to compete.

No. American Form. Jr. (only) pilots will be afforded:

(1) Transportation of the race car from Mexico City to San Salvador and return.

0 Five days of room and board for pilot and mechanic of each car.

Courtesy visas will be extended by all the countries involved.

Complete details are available by writing Auto Club Azteca, A.C., (affiliated with FADEM), Torre Latino Americano, Desp. 1305, Mexico, D.F.

Shelby AC Cobra Unveiled; Production-to-be Sportster

BY GUS V. VIGNOLLE
Editor of MOTORACING
(Other photo---Front Cover)

Reventlow's Scarab...

Hall's Chaparral...

And now it's Shelby's AC Cobra, powered by the new Ford V8 cast iron engine (the same mill that's in the Fairlane 500).

The big difference is that the first two were modified sports car racers; Carroll Shelby's will be a production sports car.

The Scarab and Chaparral are Corvette-powered.

The transplanted Texan, former national SCCA champion and Le Mans winner, took delivery of the prototype Feb. 22, when it arrived by air from England by TWA.

It's a dream come true. Shel has been working trying to build a car for seven years. This one has been in the works for the past six months. Shelby recently returned from England, where he tested it, much to his satisfaction.

The objectives---and the order doesn't matter---are:

(1) Make money selling the machine. (It will go for about $6000).

(2) Knock off the Corvettes and/or E-Jags.

Basically, it's an AC chassis with larger rear axle, differential, stub shafts and drive train, to handle the tremendous torque. And the springs and shock absorbers also are different.

A little shorter, narrower and lighter (450 to 550 lbs.) than the Corvette engine, the Ford V8 will develop 265hp at 6500rpm. The engine will be offered in various optional forms, available from 265 to 335hp.

Aluminum bodied with an all-leather interior, it differs from the AC Bristol in that it has a more protruding nose, flared fenders and a rounded rear deck.

"It is an honest 175mph touring car," Shel beamed as they unloaded the car at L.A. Intl. Airport. "They are building the car in volume and it won't be long before 100 of them will be available. I think we'll be able to flatten the Corvettes and E-Jags any time."

The Cobra's first appearance probably will be at the Cal Club-SCCA May races at Santa Barbara.

It is not known yet who will drive it.

The new production-to-be sportster weighs 1800 lbs., and has Girling disc brakes on all four wheels.

It has a 90-in. wheelbase. Overall length, 165 in.; height, 38 in.; width, 54in.

Transmission, Ford four-speed; chassis, double tube three-inch; suspension, A-frames at bottom front and rear, and transverse leaf at top (modified from AC suspension); wheels, 15-inch wire knockoffs, with magnesiums optional; tires, Goodyear 650-670-15, with Sports Car Spls. optional; fuel tank, 18 gals., with optional tank total of 30 gals.; carburetors, from single four-barrel to and including four double-throat Webers; maximum torque, 300 ft. lbs.

After the Shelby AC Cobra the lanky ex-Dallas pilot will add another venture to his tire business and drivers' school---a rear-engined modified racer which will give a merry tussle to Jim Hall's Chevy-Chaparral, a mount that Shelby says, wouldn't be around if he hadn't got it off the ground.

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PLUGS and POINTS...

By JOE SCALZO

Good Ride by Hudson at Daytona

The THREE-HOUR $21,800 Continental race Feb. 11 for sports and GT cars at Daytona Beach, Fla., drew comment from SKIP HUDSON. "That one is probably going to displace Sebring as the opener of the Intl. season. They're set up for racing down there; the Continental was a real success. Should be major thing from here on."

Skip, like Gus said, long overdue for a good ride, did well in the Continental. Although not mentioned in first reports, he finished 8th overall, having taken over a 2.4 Dino Ferrari from his South Carolina pal, BUCK FULP. The Dino was one of CHINETTI's No. American Racing Team entries. Skip liked it. "It was a good little car, and probably was potentially able to have finished 3rd or 4th."

Hudson was in Daytona Beach to drive a Corvette for DICK DOANE of Chicago. He started the race in it, was running well, but oil got into the ignition, which meant slower and slower speeds until the car was withdrawn.

Skip then took a walk by Chinetti's pits, where Fulp was running about 16th. Fulp was called in, Skip leaped into the car, and was off on a run that saw no one except his buddy, eventual winner DAN GURNEY, pass him. Skip ran with JIM HALL for a time. Upshot: coupled with what he did at Sebring last year, and Elkhart Lake two years ago, he may be driving for NART in the future.

JOCK ROSS got Hudson a ride with the Texas Rosebud Team in a Lotus 18, and he finished 4th in one of the F-Jr. races.

Skip had lots to say: PEDRO RODRIGUEZ drove a Lotus 19 for Rosebud, but suspension trouble stopped him...performance of DICK RATHMANN, who drove HARRY HEUER's Chaparral, was exceptional; he got a bad start, lost about three laps, but finished 6th...also impressive was Chaparral-mounted Hall (3rd); incidentally, both Chaparrals were finished beautifully, and looked real good... Gurney drove one of his best races in winning the Continental.

Things may finally be breaking for Hudson this year. An L.A. group is working to secure a recently-introduced big modified car for him that would be competitive, to say the least.

BOB BONDURANT, one of the best Corvette chauffeurs of all, has retired.

"This is no snap decision," he said. "I've lost a lot of good jobs racing. I have a good job now; I can't jeopardize it racing when I don't even have a modified ride, and wouldn't be able to make the big races anyway."

Bob's position is justified. He's been racing sports cars for six years, before that flat track motorcycles, and he has never been able to secure a good modified car ride. Why he hasn't, no one knows. He certainly has talent. All he had lined up this year was DON STEVES' '62 production Corvette--and Bob doesn't want to race production cars any more.

So many rides have been promised Bondurant and fallen through, it finally got to him. In fact, the big thing that helped him make his recent decision was probably a ride that failed to work. He and DAVE MACDONALD were to take a partly factory-backed Corvette to Sebring. This didn't pan out.

Bob isn't absolutely through with racing. If he finds a good modified ride, he'll be back. He hasn't decided what to do about his position on the USSCC Board.

MacDonald's name cropped up in the above paragraphs, and

Continued on Page 5

BOOK REVIEWS

Fangio Recounts Glories And Heartaches in Racing

MY TWENTY YEARS OF RACING, by Juan Manuel Fangio, in collaboration with Marcello Giambertone. Illustrated, with appendix listing Fangio's record, the cars he drove and his major races. Foreword by Stirling Moss. Temple Press Limited, Bowling Green Lane, London, E.C.1. $6.50.

(Editor's Note---This is the second and concluding installment on the review of this book.)

In the first installment reviewing this excellent book, it was brought out how Giambertone, Fangio's manager and good friend, complained to Enzo Ferrari over the treatment they were receiving from the factory. This was in 1956, when Fangio won the fourth of his five world driving titles.

When it is not prudent for Fangio to do the talking in this book, Giambertone interjects in various italicized sections. He tells how Fangio had been forced out of the GP of Italy at Monza this same year and saw his dream of a fourth world title vanishing beyond hope.

The manager tried to convince Sculati, Ferrari's technical director, that Fangio should get back in the race. An argument ensued and Sculati walked away from the pits and to the Press stand.

When the late Peter Collins stopped for tires on the next lap, Giambertone asked him if he'd turn the car over to Fangio. The great Englishman leaped out of the car. He did not stop to think that if Stirling Moss, out in front, should break down, he might become world champion. "It was a gesture of real nobility."

Fangio took second behind Moss---and that was the fourth title.

Ferrari drivers got gold medals for that year, but not Fangio, who was in Argentina at the time. Giambertone asked Ferrari, but got no reply. Then he requested one from Tavoni, who had taken on sports direction of the firm for 1957. Again no answer.

Just how great Fangio was is pretty well summed up in two sentences of the foreword by Moss, a driver who should know and whose words must carry plenty of weight. Said he: "I am very honoured to be able to pay 'The Old Man' a tribute, especially as I learnt so much from him. I am sure he was the greatest that has ever lived."

"Speed creates a sensation of being alive, more alive,' Fangio writes. "But, if there is one driver who has not waked in the middle of the night, fingers clutching a sweat-soaked pillow, eardrums bursting with shrieking tyres, that man tumbled from another planet."

Fangio writes with great humility. He traces his life from his birth in 1911 in the small town of Balcarce, some 200 miles fron Buenos Aires. He tells of his burning passion for cars, his great fascination for everything that rolled on four wheels.

He was 17 when he took part in his first road race as a mechanic, or "co-driver." Those were long races over wild, rugged expanses. The car was a '28 Chevy. Then he drove a borrowed Model A Ford and a Ford V8.

Of all his great triumphs and heartaches over the deaths of his fellow drivers are recounted honestly and graphically. Fangio tells how the best gift of his Mother's life came when he quit racing 20 years later.

Early in his racing career he

Continued on Page 7

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SHORT AND SWEET

BY FLAVIO ST. GERMAIN

JOE THIELMANN announces the Porsche Owners Club's seventh annual Carrera de la Amistad to Ensenada, Baja Calif., will be held April 14-15. We were invited on this some years ago and found it a real smasher... ELEANOR VON NEUMANN has moved her Ferrari distributor-dealership from Cahuenga in Hollywood to elegant quarters at 9231 W. Olympic Blvd. in Beverly Hills...JOHN JEROME, editor of SPORTS CAR DIGEST of Odessa, Texas, which has folded, is headed for the Denver area... First sportster to be built in Brazil is the Willys-Interlagos, produced by Willys-Overland under license from Societe des Voitures Alpine of Paris. Known as the Alpine in France, the car is Renault-based and can be powered by 750, 850 and 1000cc engines...

WAYNE THOMS, MOTORACING's first subscriber, wrote the cover story on the Tiny-Mite, a self-powered wheel of many uses, in the March issue of MECHANIX ILLUSTRATED..... FRED SANDER, tireless in his work for the Long Beach MG Club, reluctantly has had to resign as chairman of the club's upcoming Fashion Sq. concours in Santa Ana. A busy school executive, he's too jammed up with business and the club; ergo, DALE HANSON again will supervise Fashion Sq...RAY LONG of Hambro was very much on his toes to note the praiseworthy yarn on MAL DOHERTY by DENNIS MC COSH in MOTORACING's Slalom Column in the last issue. He brought it to the attention of Hambro bossman GUS EHRMAN, and a trophy or award may be upcoming. Doherty, of course, drives a concours Austin-Healey...

HUGH RANDOLPH of the Oakland Tribune quotes doctors as reporting that it will be at least a year before AUGIE PABST races again. He crashed in practice for the recent Daytona Continental...Well-known driver JEAN PIERRE KUNSTLE of Carmel is selling his imported car business and returning to his native Switzerland, according to Hugh. He can look up AL PARRAVANO, who is now in Lausanne, busy with his kart business...Many have written asking for the address of the talented sports car cartoonist STAN MOTT, who is still karting around the world. Address: Karts, Via Principi

Continued on Page 6

Letter From CANADA

BY EVE WHITE

The International Canadian Winter Rally, 1200 miles of ice-covered roads, knocked out all but 87 of the 183 starters. The British Empire Motor Club's event was rated one of the finest by experienced rallyist HOMER TROTTER, whose SAAB placed third. The winning combination was ART DEMPSEY and novice PAUL MACLENNAN, the latter roped in at the last moment by his brother Ken, whose back was too bad to go.

Top three are as follows:

1. ART DEMPSEY and PAUL MACLENNAN, Anglia 105 E, 4 points lost, Toronto; 2. FRED HAYES and DON HAMBLY, Corvair Monza, 11 points, Toronto and Oshawa; 3. HOMER TROTTER and JIM BICKHAM, SAAB, 12 points, Watertown N.Y., and Sandusky, Ohio.

R. DOYEN and C. GIBBS, Corvair, from Milwaukee, were running extremely well till they left the road and had to chop themselves out of the trees to get back in the rally. Last year's winners ran into some difficulty and LLOYD HOWELL and BILL SILVERA finished sixth in their Anglia. The British rally driver ERIC JACKSON finished 16th with 31 points lost.

The leading manufacturer's team was SAAB, with the Trotter/Bickham car, P SWEDLUND and L. ERICKSSON of Hingham, Mass., and T. JARMAN, Rochester, Mich., and R. BOHL, Holmdell, N.J.

All results are subject to official confirmation.

* * *

FRED GAILEY's trip to the Intl. motorcycle races at Daytona netted him a fourth place in the 500cc Grand Prix. Another Toronto rider, DEREK BROWNE, placed eighth in the same event.

While up for the rally, HOMER TROTTER entered his SAAB in ice races at Orillia. He placed second in the Grand Prix, although his car finished first in the Powder Puff class in the hands of MRS. BLANCHE LESLIE.

POMONA BAN

Continued From Page 1

tion been secured for Pomona.

Invited and on hand for the meeting were the two heads of the bickering clubs, D.D. Michelmore of Cal Club-SCCA, and Jim Peterson of USSCC-USAC. There were strong exchanges between the two, and Michelmore receipted for several verbal attacks from drivers with sentiments naturally with USSCC. The harangue lasted three hours.

Winternationals

Among the speeds posted at the Natl. Hot Rod Assn.'s recent Winternational championship drag races at Pomona:

Sam Parriott, Cad-Kurtis, 129.12mph; E. Petersen, Corvette, 125.69; J. Mazmanian, Corvette, 115.23; C. Richter, Porsche, 84.82; P. Helmick, Chev.-Fiat, 148.20; D. LONG, Olds-Simca, 131.38; Henderson & Wilson, Merc-Thames, 110 42; L. Butts, Chry.-Fiat, 141.73; Stocks---E. Wade, 62 Corvette, 112.07; B Grassman, 61, Corvette, 106; H. Nelson, 60 Corvette, 106.13; K. Karadizian, 61 Corvette, 102.04.

DAYTONA FOLLOW-UP

Gurney's Win—Fastest Race With Slowest Finish

BY GERI FLEMING COLDEWEY
Special to MOTORACING
(Photos and Chart - Page l)

DAYTONA BEACH, Fla., Feb. 11-- More than 14,000 spectators watched Californian Dan Gurney win the fastest sports car race ever run in this country - the first annual Daytona Continental three-hour enduro for Grand Touring and sports cars - with one of the slowest finishes in the history of racing.

With less than two minutes remaining in the 180-minute grind, Gurney, driving Frank Arciero's tomato-red Lotus Mark 19, held more than a four-mile lead over his nearest competitor. Speeding into the east turn of the 3.81-mi. course, a combination of both high-banked turns and a twisting infield road racing circuit, the 2.5-liter Coventry Climax engine failed.

Thinking quickly, Dan coasted and braked to a stop just short of the finish line. There he sat and "sweated out" the clock, and at the 5 p.m. deadline he used the starter to jump his crippled machine across the line -the winner!

Gurney covered 312.42 mi., or 82 laps, in three hours, averaging a record breaking 104.101mph.

Ricardo Rodriguez of Mexico City, relief driving for Phil Hill, sped over the line in a new rear engine 2.5-liter Ferrari V6, only 46 seconds behind the victorious Gurney.

Jim Hall, Midland, Texas, in a Chaparral, placed third in the sports car class.

In the Grand Touring division, England's Stirling Moss finished first in class and fourth overall, driving a 1962 Ferrari Berlinetta entered by the North American racing Team of New York.

Even though oil sprayed the windshield of Moss's car, making visibility almost impossible against the setting sun, Moss demonstrated his usual remarkable driving skill against the faster sports car field, completing 80 laps.

Phil Hill, the FIA world driving champ from Santa Monica, Calif., and the prerace favorite, missed the first corner on the course in the 44th lap. In the 45th lap Hill pitted for 68 seconds, refueling, changing a right rear tire and also changing drivers. Ricardo Rodriguez replaced Hill for the remainder of the race.

Olivier Gendebien, the Belgium ace, placed fourth in the GT divison behind the wheel of a Berlinetta. Gendebien stopped in front of the main grandstand late in the race to check a tire, waved frantically to his pits, and took off again. In the last lap Gendebien's Ferrari blew a tire and he crossed the finish line bumping along on a flat.

Alan Connell, the handsome Texan who won the SCCA national championship race here in 1959 and again this year, spun out on the first corner in the fifth lap. Connell, in his saturn-yellow Maserati-Ferrari, said "Art Huttinger came in fast and shut off early in front of me. I had to put on full brakes and I started spinning. It cut the oil line and I had to quit."

Pedro Rodriguez, Mexico, in a Lotus 19, dropped out in the 15th lap with a broken suspension part.

Ricardo Rodriguez started the race in a three-liter Ferrari V12. On the 21st lap he blew a tire in the infield and limped slowly into the pits. Peter Ryan of Canada replaced Ricardo behind the wheel of the Testa Rossa and finished up 15th overall.

Gurney itted only once, in the 43rd lap for fuel, and he was running again in 48 seconds. Moss lost only 54 seconds in his lone pit stop in the 46th lap.

There were 34 cars still running at 5 p.m. and the first Continental was completed without injury to a single driver.

Plugs and Points

Continued From Page 4

he's got a story. Daniels Chevrolet in Colorado Springs, Colo., offered him a Corvette for the three-hour Daytona Beach race earlier mentioned.

But the Cal Club's races at Riverside were on the weekend of Daytona and Dave was entered in JIM SIMPSON's Corvette Spl. He decided to drive Riverside instead, since Simpson is a good sponsor...but Riversidewas rained out, meaning Dave could have driven at Daytona. Too bad.

Watch out at Riverside March 3-4, as both MacDonald and BOB EDMISON (Mercedes-Corvette) take dead aim at JIM HALL's 180mph backstraight record. MacDonald thinks this'll be the meet he'll break 180, and Edmison's mechanic, MIKE KOSLOSKY, is also confident. Hope Cal Club will have the clocks hooked up.

NOTES: LEW SPENCER and KEN MILES share a factory Sunbeam roadster at Sebring....back to racing: JOSIE VON NEUMANN, who will drive a Morgan Super Sport at Riverside...the rear-engined Campbell Corvette Spl. now has a f.i. 327 -cubic inch Chev. engine...

SCCA Anticipates Far More Liberal Production Car Rules

WASHINGTON, Feb. 12---The SCCA, at its annual national meeting over the weekend here, expressed hope that Production Category car preparation rules for 1963 will be liberalized more on the order of the new Cal Club region of the sports car body.

Actually, modification of the FIA standards would bring the rules in line with Intl. practices, it was brought out.

For this season, as earlier disclosed, the Cal Club rules will be in effect for regional and divisional races in West Coast Areas 9 and 10. SCCA board approved these Production Category rules.

In all other SCCA areas, the previously-approved rules will be in effect this year.

Area 9 and 10 rules permit more extensive modifications to certain mechanical components.

New officers, governors, committee appointments and awards were announced as follows:

GOVERNORS---Area 1, George B. Weaver, Thompson, Conn.; Henry Szamota, Bayside, L.I., N.Y.; 2, Richard N. Hopkins, Washington, D.C.; John W. Holmes, Wyncote, Pa.; 3, John C. Rueter, Savannah, Ga.; 4, Charles A. Stoddard, Willoughby, Ohio; Martin Tanner, Saginaw, Mich.; 5, James H. Kimberly, Chicago; 6, Harvey D. Woodward, Shawnee Mission, Kans.; 7, Harry A. Washburn, Shreveport, La.; 8, John Max Wolf, Colorado Springs, Colo.; 9, A Tracy Bird, Tucson, Ariz.; 10, Raymond P. Altman, Oakland, Calif.; 11, Hendrix Ten Eyck, Syracuse, N.Y.

OFFICERS---Ten Eyck, chairman; Altman, vice-chairman; Szamota, secretary; Hopkins, treasurer.

CONTEST BOARD---Charles E. Brown, Belleville, N.J., Car Classification Committee Chairman; John F. Clapp, Jr., Danielson, Conn., Competition License; Dr. Frank Falkner, Louisville, Ky., Competition.

NATL. RALLY BOARD---Lawrence T. Reid, Allston, Mass., chairman.

MEDICAL ADVISORY COMMITTEE---Dr. A.J. Mirkin, Cumberland, Md., Chairman.

INSURANCE COMMITTEE---James S. Ryan, San Francisco, chairman.

FLAGGING & COMMUNICATIONS COMMITTEE---H.M. Schweighofer, Cedar Rapids, Ia., chairman.

SCCA STEWARDS PROGRAM---John Sybrandt, Summit, N.J., chairman.

ACTIVITIES COMMITTEE--Richard H.

ACTIVITIES COMMITTEE---Richard H. Templeton, Lake Forest, Ill., chairman.

AWARDS---Woolf Barnato Trophy (to member making outstanding contribution to club, not necessarily in any given year), Edward J. Walsh, Jr., St. Louis region; Kimberly Cup (to driver showing most improvement during year), Roger Penske, Philadelphia region; Regional Achievement, Washington region; Most Improved Racing Region, No. New Jersey; Most Improved Region, Indianapolis; Best Photo in SPORTS CAR, John Hearst, Jr., N.Y., (coverage of Sebring-May-and U.S. GP-Nov.); Honorable Mention, John Dolan, N.Y., July cover; Jim Brown, Cincinnati, June cover; Bill Hewitt, San Francisco, West Coast; Dave Gulick, So. Illinois, rallying; Best Technical Article, Charles Stoddard, Northeast Ohio, The Alfa Giulietta (April and May); Honorable Mention, Iowa region, Flagging & Communications (May); Best Rally Article, Fred Muller, No. New Jersey, The New Jersey 500 Natl. Rally (Sept.); Honorable Mention, Cheryl Mindrup, Cent. Ill., Sugar Plum Rally; W. Cermak, Ariz. Border, (cartoons) Great Canyon Natl. Rally (June); Ken Recu, Chicago, A Season on the Circuit (Feb.); Mary Ten Eyck, Cent. N.Y., A 'Fifth Wheels's' View of the Historic N.Y. Rally (July); Best Racing Story, Bill Dunn, Cent. Fla., Curtain Raiser at Daytona (March); Honorable Mention, Charles Wick, Florida, Nassau Speed Weeks (Jan.); Best Regional Publication, PISTON PATTER, Chicago, Fred Egloff; Honorable Mention, REGIONAL REVIEW, N.Y., John Miller; STRAIGHTPIPE, Washington, Roy Terwilliger; WESTERN NEW YORKER, W.N.Y., Louise Gillessen; Special Awards, No. Caroline region, outstanding effort in reactivating itself from a point of near non-existence back to a region with a full program of activities; General Curtis LeMay, for his contributions over a period of years to SCCA and to racing.

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RANDOM RALLY NOTES . . .

By GENE KIGGINS

General Instructions purport to describe in detail all the commonplace situations likely to be encountered on a given rally, as well as special interpretations by the Rallymaster. In recent months, contestants have been confronted by voluminous general instructions which must be read thoroughly. Frequently, traps can be exposed or anticipated by a close analysis of the statements made therein.

A point of such complexity was finally reached that several serious rallyists would not declare for State Rally Points prior to close reading of general instructions. In addition, these instructions often contained procedures that more properly belonged in the Route instructions. One local w.k. rallyist once made a public, impassioned statement to the effect that rally drivers had enough things to find via the Route sheet, and that Rallymasters should not bury the trick of the rally in the Generals. They still do, though.

Newcomers to the sport of rallying actually have all the best of it. First of all, there are many capable rallyists who will aid the novice in selection of navigational equipment and will probably instruct in its use. Navigational aids are rather finalized today, thereby not making the cash register ring so often for gadgets that won't work, to coin a phrase. How's that, Gus?

Nothing gives the newcomer compound fracture of the zeal like the $ sign, so if you are new at it, be advised that one Time-of-Day watch, a circular scale and a car will prove ample. The most commonly seen scale is the readily available Binary slide rule, and the knowledgeable use a watch reading in hundredths of a minute. A local conversion of the Hamilton 24-hour watch is highly regarded, serving as a nomograph for easy conversion of seconds/hundredths as well as time-of-day. Address on request, not an ad, you need something like this if you intend to navigate.

There is no doubt that some participants own watches that are better time-keepers than those of the organizers. A watch that keeps perfect time is a rarity indeed, and except on real handholders, time error will never be a decisive factor in determining the ultimate winner. More and more check points are being manned with watches as mentioned above, and these, coupled with portable WWV, offers considerable assurance that the CP watches are correct. After the 4th or 5th chute one does not worry much about such things as watches.

While on the subject of watches, here's a simple way to determine the exact second that you enter a CP. All that is required is a cheap stop watch which the driver starts as you enter the CP. After you have stopped, and the stop watch now reads, say 30 seconds, mentally back up your time-of-day watch by an equal amount and that is the second you should receive on your control card. If you get something else, resolve it then and there.

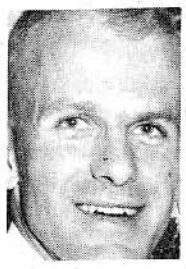
How the game is played doesn't count. What does count is to just what game is being played.

Quotes

"You can't tell the good guys from the bad guys. If you're getting a little weary and bored with all the maneuvering among the various alphabetical associations jockeying for control of sports car racing in California, welcome to the club.

"As we have said before, the paying public doesn't know FIA from SCCA, or USAC from Hackensack - and couldn't care less."

"With so much name calling and conflicting opinions it's difficult to say who is right or wrong. But we do know this, somebody had better step in and settle this unsavory mess, otherwise the best racing season in history is in jeopardy before it gets started." ---HUGH RANDOLPH, in the Oakland Tribune.



Slalom Column

By DENNIS McCOSH

In the midst of a harsh winter, Pacific Sports Car Club found a warm and sunny week-end for Sea Horse III, an autocross held at the Chavez Ravine Naval Reserve Training Center lot. As a result of many favorable factors, the event drew 156 entries, almost twice the number of Sea Horse II, which had many unfavorable factors on the same lot a few months earlier.

The event stood out for many reasons besides the weather. Porsche Owners Club attended en masse as a replacement for their cancelled event. Another club, San Diego Asebring Drivers, came from quite a distance with a number of drivers to compete. Most other clubs also had a good turnout. Pacific had 29 of their own drivers run the event as a club event on Saturday.

Another attraction was the unusual array of machinery which not only appeared but ran the event. An NSU Sport Prinz made the first slalom appearance for the car in two years. Cars making their first slalom appearance were Moretti, Triumph TR-4, Jaguar XK-E, and Gordon Cooper of Pacific brought out and ran his restored Alfa-Nardi Formula I race car, converted for street use.

With a few relatively minor exceptions the event was run smoothly, and most entrants seemed happy with it. The most obvious features of the event to those who ran early were the many DNFs, as a result of missing a part of one of the three patterns, and the pleasant lack of a waiting line. The DNFs were caused by either failure to study sufficiently the course diagram near the scoreboard (a bit of memory work involved) or by the fact that two or three of a similar pattern are more confusing than four or five completely different figures. Otherwise the course was excellent for being so tight with a number of pylons in strategic positions to make corners deceptive. At about 11 a.m., an avalanche of cars descended on the course and the waiting line quickly materialized. A run group system would have helped then.

Tech inspection and safety were both very good. With Pacific's race team running tech, it is always one of the club's strong points. Organization appeared to be weak but actually was pretty good, thanks to many PSCC members who worked long hours without relief.

The timing was well done with the few re-runs, caused mostly by human error. Taking all factors into consideration, the event would have been a good Championship last year.

The trophy winners:

Class A			
1. M.Propp	AHOC	Sprite	1:26:20
2. C.Gillan	ROCA	Sprite	1:27:98
3. D.McKeever	SDAD	Sprite	1:28:52
Class B			
L. Barmore	SCMG	MG-TD	1:27:48
Class C			
1. B.Huston	RAM&POC	Porsche	1:26:17
2. H. Hartung	POC	Porsche	1:27:21
3. W. Reed	SCMG	MGA	1:27:42
4. E. Randolph	NRSCC	Porsche	1:27:87
5. W. Williams	POC	Porsche	1:28:53
6. F. Elston	POC	Porsche	1:28:59
Class D			
1. M. Doherty	GFCCA	A-H	1:23:63
2. J. Hill	-----	A-H	1:27:21
3. B.Vandersande	ISCARA	TR-3	1:28:95
Class E			
1. F. Riddle	CSC	Corvette	1:32:84
2. D. Donon	-----	Corvette	1:32:99
Class F			
1. J. Whiteside	ROCA	Ren.4CV	1:28:07
2. K. Zimmerman	-----	NSU	1:29:53
3. W. Coops	GFCCA	Mor.850	1:29:73
Class G			
1. H. Du Rae	-----	Volvo	1:30:36
Class H & J			
1. D. Lehmann	ROCA	Ren.4CV	1:20:52
Class A Women			
1. F. Medland	PFCCA	Sprite	1:34:44
Class C Women			
1. B. Huston	RAM&POC	Porsche	1:31:25
Class D Women			
1. R. Doherty	GFCCA	A-H	1:34:12
Three-Car Team			
AHOC	McGrew, Ross, Mayer		4:45:36
Mixed Couple			
Lehmann	ROCA		2:48:78

FIA Gives Approval to Pomona Meet

Entry blanks have been mailed for the new U.S. Sports Car Club's Pomona sports car road races Saturday and Sunday, March 10-11, at the Los Angeles County Fairgrounds.

These races were approved last week by FIA on the calendar as a national event with Intl. participation.

The race will be the first for the LA chapter of U.S. Sports Car Club, a division of USAC.

The group putting on the two-day, 16 event card comprises the former LA region of SCCA.

Regional president Jim Peterson expects a king-size field of from 150 to 200.

The co-features will be 20-lappers over the seven-turn, two mile road course on the paved Fairground parking lot, for both big and small engined modified cars.

Short and Sweet

Continued from Page 5

d'Acaja 22, Torino, Italy. Mail will be forwarded to him. His last letter came from Morocco... MIKE KILFOYLE again plans his big air tour to the Indy 500 race. You can call him at OL 3-2003...

Thanks to FRANK MASON for the next three notes: SYDNEY J. HARRIS, whose column appears originally in the CHICAGO TRIBUNE and is syndicated to hundreds of other papers, is said to be the most-quoted of today's American writers. Harris is a sports car fan, drives a Sunbeam Alpine...The Encino Chamber of Commerce announces its third annual benefit concours for the McKinley Home for Boys on Sun, May 20...BETTY SHUTES, noted woman race driver (Porsche), is the new secretary of Le Cercle Concours d'Elegance, according to TONY GIAIMO, president....MILNEws Dept.: BOB FEUERHELM, the one-time motorbike racer, now general manager of MILNE BROS. "World of Wheels," Pasadena, says he recently got a chuckle out of a customer who explained how to tell a boy sardine from a girl sardine---watch to see which can they came out of.

Cal Club's First Races March 3-4

Flooded out Feb. 10-11 at Riverside Intl. Raceway, the 1962 opening Pacific Coast sports car championships will be held Saturday and Sunday, March 3-4 over the nine-turn Riverside paved course, it was announced by D.D. Michelmore, president of the sponsoring Cal Club-SCCA.

"We'll have a much stronger entry list for the postponed date, and there were 150 signed and ready to go when the floods came," Michelmore said.

The two-day meet marks the debut of the new alliance between the California Sports Car Club and SCCA.

The local group is working in conjunction with SCCA regional bodies in San Francisco, the Northwest, Arizona and Utah where point-producing races also will be held.

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Fangio Book

Continued from Page 4

learned that "driving at faster and faster speeds called for absolutely lucid judgment.' And: ".. the best recipe for success was the loving care of my engine . .A racing career is not only a question of courage and audacity, as so many people think. It is also based on style, leaving nothing to the imagination and all to technique."

Unashamedly, Fangio tells of his tears at the death of his co-driver early in his career.

Shortly after, he commented: "Many people look on us as fools, doomed to die through our mania for speed. The idea is false, even if many statistics seem to show the contrary. In our world, fools let loose have a very short life and career indeed. They rarely make a name for themselves; their own imprudence prevents them. The others, the professional drivers, the serious ones, know how to evaluate risks and their cars' capacities. The field of racing becomes reasonable, almost peaceful, with only one main difference: one must reflect and react in a hundredth of a second."

Then came his invasion of Europe at the age of 38, when many others give up racing. His great victories followed in many types of Grand Prix cars...explosive receptions when he returned to his country. .the adulation of the world...but he never let the glory go to his head.

Recounted are his great duels with Ascari, Farina, Fageoli, Villoresi, and later with Hawthorn and Moss...his triumphs and how he won the world's championship with various cars ---Alfa Romeo, Maserati, Mercedes, and Ferrari.

Here, too, you get a terrific picture of his close shave with death ---Disaster at Monza--- when he crashed in 1952 and suffered broken vertebrae in his neck. He describes the instant in which he knew what it was like to die racing.

He lost his shoes in the accident, and I have always wondered why this is. He explains: "If you have ever seen victims of a road accident you will know that they are often shoeless. Shock contracts one's feet, making them strangely small. Then the impact of the first blow whips off the shoes."

You read of his participation in the Mexican Road Race, the catastrophe at Le Mans and his kidnapping in Cuba.

Is it easy to quit? After winning five titles, he said: "I had loved racing and I had devoted the best years of my life to it. Now I had reached the top and it was time for me to disappear from the scene.

"But do not think it was easy" ----GUS V. VIGNOLLE.

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• Vignettes

Continued from Page 3

pix of DAN GURNEY, winner of the Daytona three-hour, in TIME mag...On the Natl. TV telecast of the Daytona Continental, PAPA RODRIGUEZ was described as a wealthy Mexican cattleman and stock broker...Allegedly: a $10,000 USSCC-USAC race at Henderson, Nev. in April and a $20,000 race (same outfit) in Las Vegas after the fall Riverside and Laguna Seca pro deals...That opening of BOB CHALLMAN's Lotus agency in Manhattan Beach must have been a roaring whopper; they're still talking about it...Rumor that CHARLES MORAN tried to resign as head of ACCUS, with TOM BINFORD of USAC considered as chief, but the former agreed to stay on...The LA TIMES race presently is listed as a USAC race, but there may be a change...

Two more tabloid newspapers devoted to road racing went by the boards during the past fortnight. One was SPORTS CAR DIGEST of Odessa, Texas, the other the Canadian MOTOR NEWS-WEEK. J. RON WHITE, editor of the latter, found it increasingly tough to get advertising support. That makes about 26 Snapper-Wrappers (incl. mags) that have gone out with the ebb since we got underway going on to seven years ago. We can only thank a handful of "old reliable" advertisers. And we have our own feelings about a lot of the jerk potentials, including most of the British marque distributors...The reason RICARDO RODRIGUEZ (Ferrari) lost ground to DAN GURNEY (Lotus 19) in the last half of the Daytona Continental was because gas spewed on the Mexican boy's face and over the windshield. After the refueling, they didn't put the cap back on securely enough. Ricardo spun and lost 45 seconds. Gas was spilling from the tank, and the car was called in. Another minute and a half was lost fixing the tank cap and clearing fuel from the cockpit...

Blasting Off to S.F. in My New Honda

Ever since childhood I've had an overpowering urge to---
(1) Do nothing.
(2) Ride a motorcycle.
(3) Take samisen lessons.

If I can unload this Snapper-Wrapper, that will take care of No. 1. Next week I'm getting a motorcycle. Since Honda has swept the Intl. Grand Prix championships during the past year, there is no point in thinking of any bike other than the famous Japanese two-wheeler; so I'm going to pop in on JACK MCCORMACK at American Honda, star rider JOHNNY MCLAUGHLIN, who handles Honda out in Baldwin Park, and ALAN FORDNEY, the Malibu tycoon and Honda-gent out Santa Monica way. I already own a Toptex brainbucket, so all I need is a leather suit. Does anyone know where I can get one cheap?

I am going to blast off to San Francisco in my Honda. There, I'll look up YACHI MIYAKE, the world's leading samisen instructor. While up north I'll (1) check out USSCC's efforts to gain a foothold in the Bay area (vs. SF SCCA), and (2) probe the fuss assertedly being caused by a sports car columnist in connection with the SF SCCA-SCRAMP negotiations for this year's Laguna Seca races.

Economy Car News...

Continued from Page 2

week. This week the spotlight, if we can trust our rusty French (Panhard releases always come untranslated), is on the "Caravane Panhard IC 16." This is an expedition of six young French persons who are driving overland to China through 16 countries, in three PL 17's on a leisurely study tour.

The release asks us if we have wondered what has happened to the expedition since it departed in July. It, in horrendous detail, describes the dust, heat, mountainous roads and poor fuel that the expedition has encountered in taking the route through Turkey near Mount Ararat and of its successful arrival in Teheran.

Last issue we quoted BILL DREDGE as saying perhaps Ford would introduce the Ford Cardinal in the early 1963 model year, but it came out "1962". Those gremlins that infects MOTORACING were at it again. This week, Dredge in the LOS ANGELES SUNDAY TIMES, says that now "only silence" comes from Ford re the Cardinal, but that Studebaker has something brewing in the small car department that might be styled along the lines of Volvo's p-1800. It might. use the current Lark chassis and has the code name RQ. It would arrive in June. Our best economy car story this week comes from BILL BROWN in FOREIGN CAR GUIDE. He rumors that the US Army is working on a small car made of plastic. It will have parts so cheap that you can throw away rather than repair them...including the engine.

Production of all American compacts, with the exception of then strike-bound Studebacker, show substantial increases through Feb. 10. THE AUTOMOBILE MFGRS. ASSN., shows all AMERICAN MOTORS in the lead with 54,639 units, almost double the 29,335 produced by all American Motors in the lead with 54,639 units, almost double the 29,335 produced by that date in 1961. Ford Falcon comes next with 49,863 units, but this is only about 6000 above its 1961 pace. Production figures for other compacts follow with the 1961 production figures to date in parentheses: Chevrolet Corvair, 41,013(36,221); Chevy II, 38,542 (none); Pontiac Tempest, 18,110 (17,828); Buick Special, 17,493(9,173); Ford Comet, 16,745 (10,848); Plymouth Valiant, 13,384 (10,459); Oldsmobile F-85 11,257 (10,404); Dodge Lancer, 5,884 (3,210).

Note the drop in Ford's Falcan and the increase in Buick's Special.

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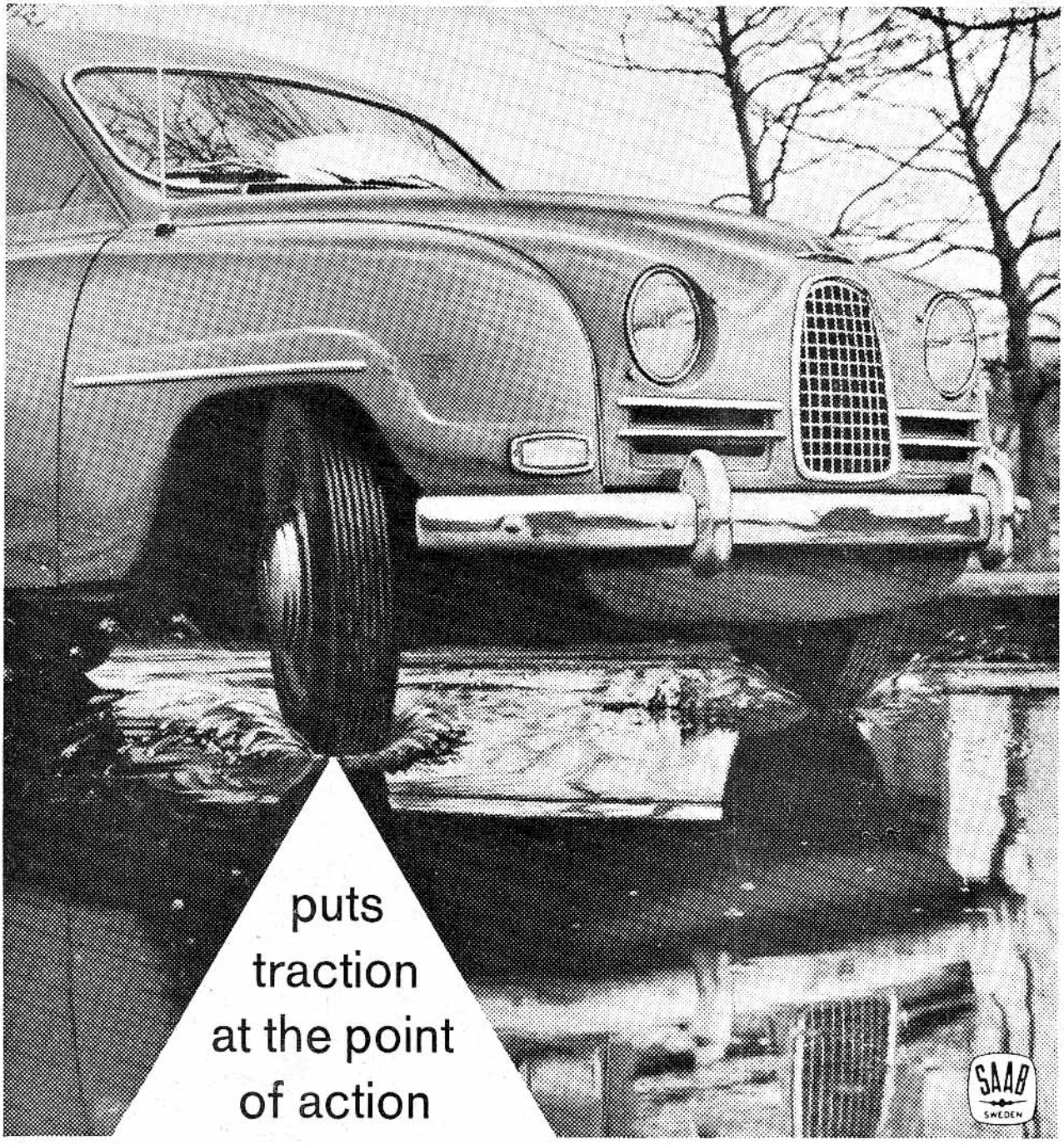

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